

Q & A

QUESTIONS AND ANSWERS

How were the alternatives determined?

After careful review of the traffic count data and discussions with City of Fargo representatives, the HWS team determined the alternatives that were the most feasible and practical for the area.

Will I be able to express my preference for an alternative?

Will my opinions matter?

The City of Fargo and the consultant team are very interested in hearing what citizens think about the proposed alternatives. Any opinions expressed regarding the alternatives will be carefully considered and taken in to account in selecting the final design.

How have the economic impacts been evaluated?

The study team includes an economic analyst who have conducted a commercial market analysis to project future growth for downtown Fargo.

How have the needs of bicyclists and pedestrians been incorporated?

The City and its partners are committed to ensuring that bicycles and pedestrians are accommodated in the future of this corridor. The team has conducted an inventory of existing facilities and right of way to understand the opportunities available and be able to develop concepts with the various alternatives.

NP and 1st are important corridors for bus routes. How have the needs of transit users been considered as a part of this study?

The study team includes a transportation planner who specializes in transit and is working closely with Fargo-Moorhead Metro Area Transit to understand how the study alternatives will impact routes and find opportunities to minimize impacts and enhance service.

How soon could we see something built?

In the next few years the City is planning on replacing the water and sewer mains in downtown Fargo, and with that, the street will be fully reconstructed as well. This means that from building front to building front, the entire right-of-way will be redesigned and reconstructed. At this time, we plan on beginning on NP Avenue at University Drive and working east. Based on the results and decisions made from this study by the City Commission, a simple conversion could take place before the full reconstruction project that would only modify the existing signing, striping and traffic signals. This could be completed by one project that would take a summer to complete, but would not modify any of the existing sidewalks or landscaping.

What's Next?

The City of Fargo and its consultants will collect the comments and preferences of meeting attendees and take them in to consideration as they finalize the traffic study and produce the final traffic model. A public meeting in late May/early June will be held to discuss the recommended design for the corridor. If significant changes are recommended, it is anticipated that the City will incorporate the plan into its funding program for engineering design and construction.

PROJECT CONTACTS

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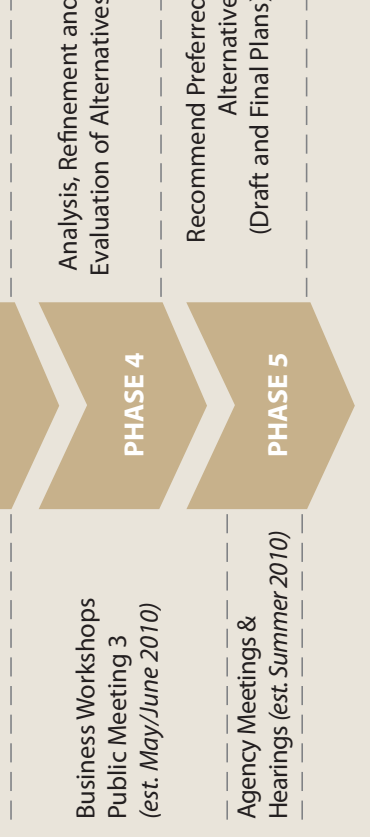
STUDY REVIEW COMMITTEE

HWS Consulting Group
(Project Management, Public Involvement, Traffic Engineering, Design Engineering)

The Leonard Atelier Group
(Streetscape Design, Bicycle/Pedestrian Analysis)

Richard Caplan Associates
(Economic Impact Analysis)

Wilbur Smith Associates
(Transit Analysis)



City of Fargo

NP AND 1ST AVENUE NORTH CORRIDOR DEVELOPMENT PLAN

March 2nd | Public Meeting

Mission Statement

This study will recommend a plan that accommodates all travelers: pedestrians, bicyclists, transit users and drivers. The plan's design and safety features will improve the physical health of individuals, the environmental quality of the community and further increase opportunities for development.

Agenda

- 5:00-5:30 Open House / Station Viewing
- 5:30-6:00 p.m. Presentation
- 6:00-7:00 p.m. Open House / Station Viewing

Stations

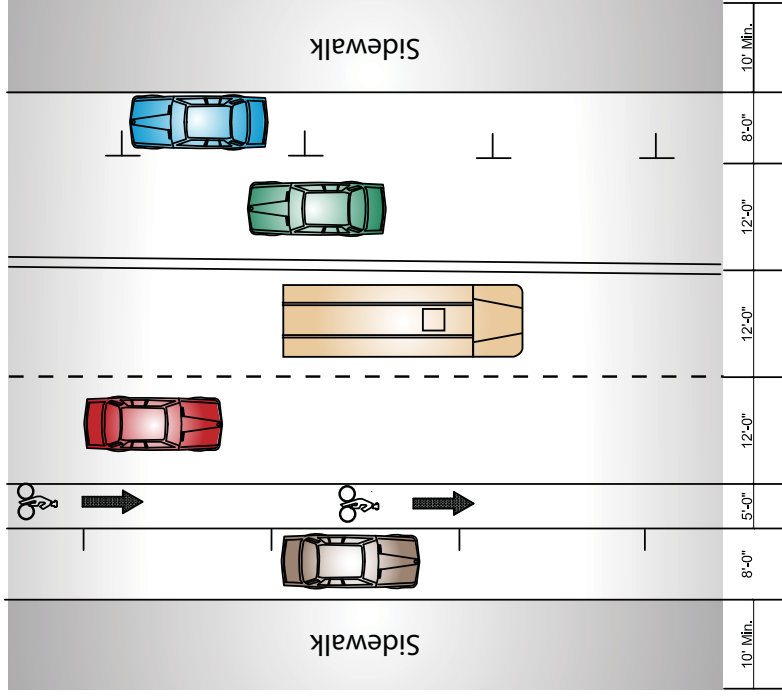
Please visit the stations to learn more about the study and discuss questions with team members.

- Introduction
- Alternatives
- Traffic Analysis
- Transit
- Streetscape, Bicycles and Pedestrians
- Economic Analysis
- Comments

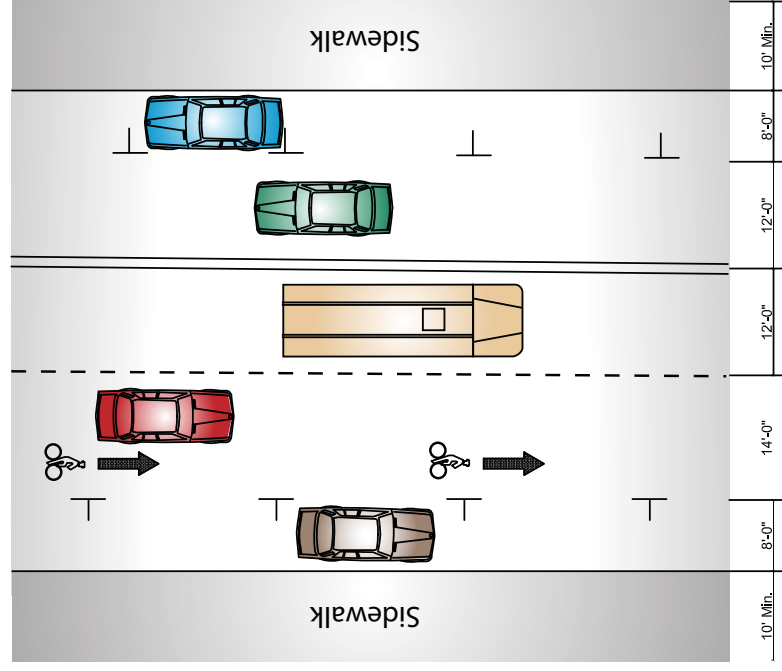
Don't forget to leave your comments!



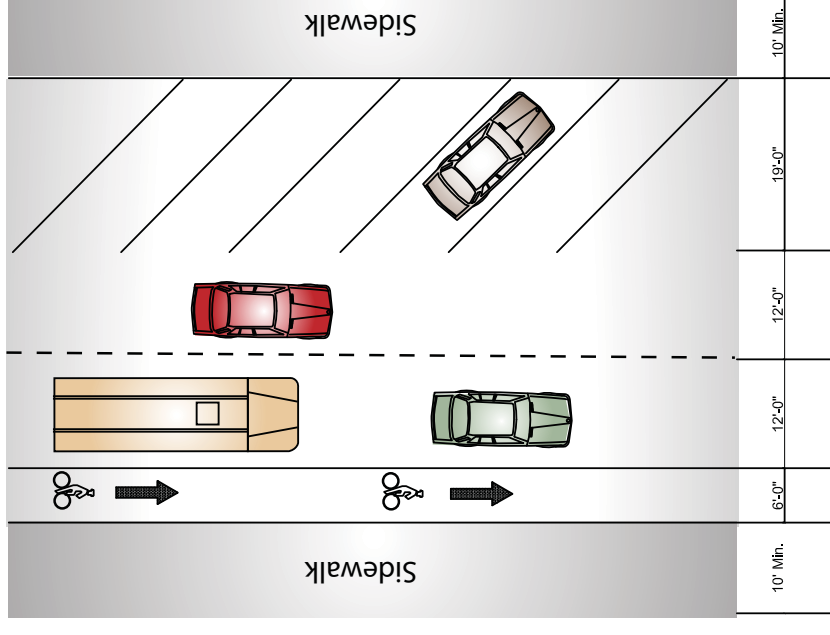
ALTERNATIVE 1: TWO+ONE
Option 1: Bike Lane



Option 2: Shared Bike Lane



ALTERNATIVE 3: TWO LANE ONE-WAY



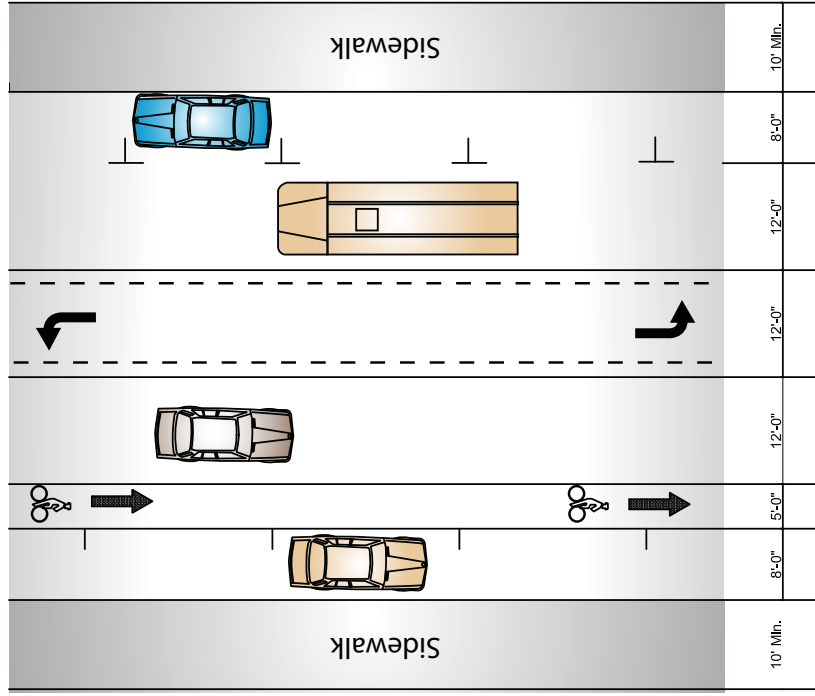
FACTORS INFLUENCING CORRIDOR ECONOMIC ACTIVITY

Factors influencing corridor economic activity:

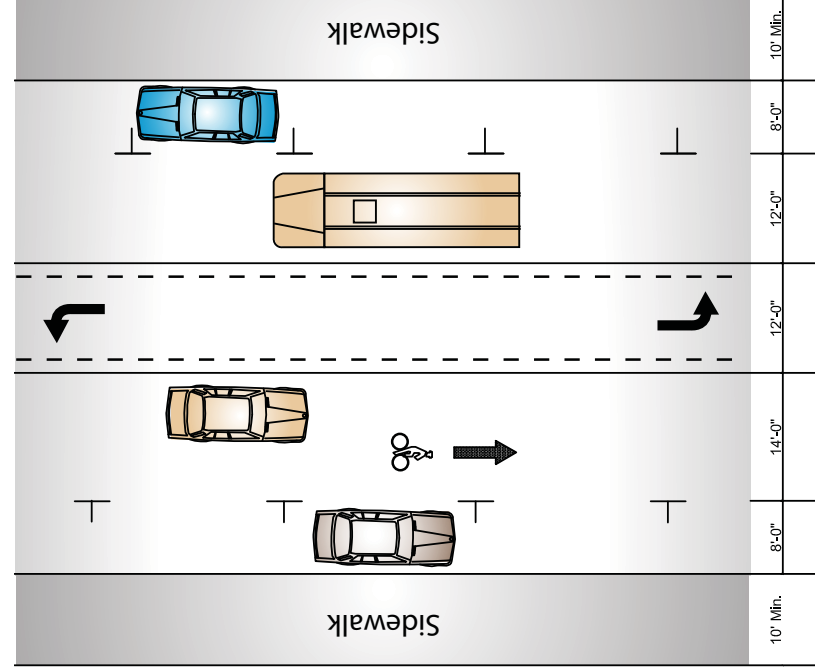
- 1. Maximizing on street parking.** How does the number of parking spaces per block compare to between the various alternatives and the existing configuration?
- 2. Maximizing bike lane use.** Does a separate bike lane versus a shared bike lane influence the number of bicyclists that would use a bike lane? What is Fargo's experience with the two types of bike configurations? The higher bike lane utilization the more traffic, the more favorable to Downtown retailers. Alternatives should also consider the number and location of any new bike racks along the corridor
- 3. Reducing Vehicle Speed** is preferable for business visibility- Do the alternatives result in any difference in average vehicle speed? Overall, the slower the speed the enhanced visibility of the local businesses.

ALTERNATIVE 2: TWO-WAY WITH LEFT TURN LANE

Option 1: Bike Lane



Option 2: Shared Bike Lane



TRANSIT DISCUSSION

Alternative Evaluation Criteria

- Level of Service (Delay)
- Traffic Flow (Stops)
- Transit Access
- Pedestrian Access
- Redevelopment Potential
- Economic Impact
- Construction Costs
- Construction Phasing
- Parking Stalls